

Mr. Francis Cass has been appointed Con-

MacFarlane Cass has been appointed Consul for Belgium in Antwerp.

According to the *Albany Mercury's* *Albany Correspondence*, there had been trouble in Chemung, and the native coolies were on strike when the last steamer left.

A Native paper says the Victoria of Canton has ordered flocks to be built on the island of Hainan. All the raw cotton, wool and materials are being purchased and the work will be commenced at once.

His death of Mr. R. Anglin, formerly proprietor and lately manager of the *Japan Echo*, is announced. Mr. Anglin who was a well-known man, was born 40th year in Scotland, and was lately of Wexford, Ireland, and was injured and a large circle of friends to lament his death.

The *Foochow Echo* says - It is rumored

three came from the Hereti and it is said was backed by the Magistrate of the district. If this is correct, we shall hear more about it next week.

The betrothal of the Ozarawitch to Princess Helene of Montenegro is to take place immediately after the Rhaian Prince's return from the East. This matter has been definitely settled between the Czar and the Prince of Montenegro, and the Ozarawitch's compliance with his father's wish is confidently expected.

A PROPOS of the pathetic appeal of Sir George Greaves to the officers of the Bombay Army not to travel second class on P. & O. steamers, I am informed by a high authority, says Truth, that French officers, on their return from Tonquin, generally travel second class by the Messageries Maritimes steamers.

THIS is how the Government of China is carried on—Owing to the disturbance which occurred at Chinkiang some time ago by Manchu soldiers, the District Magistrate was removed from his post. This was done to appease the Manchus. We now learn that the District General has been relieved of his office and replaced by another one in favour of the Chinese. The District General was relieved of his post for laxity of discipline on his part.

JEAN-BUILT fortresses have turned up on the frontiers of Russia, to the consternation

On the 13th inst. the Russian frigate *Alekhina* *Nakhimov* arrived at Yokohama from Vladivostok with Prince, George of Greece on board, he having received orders by telegram to proceed home via the United States. He left next day in the *Gaspar*, the patrol vessel of the English man-of-war which was ordered to accompany him, but whether this was done in compliance to the Prince, or to the late Governor of Hongkong, who was also a passenger on board, was known not. — *Yokohama Herald*.

THE COMING OF THE "CALIFORNIA."—Kane, the hero of the "College Hurricane," is probably destined to the conclusion that he is much safer when confronting the force *major* than he is in handling one of our modern man-of-war in turbulent waters. The gallant skipper has been invalided home in consequence of the explosion which probably destroyed on board the *Infatigable* the *Colonel* and *India*.

Trade in East Africa.—As a result of firms interested in the East African trade, and at the London Chamber of Commerce and Industry, the Alied Trilli, pending, a resolution was passed to the effect that an East African Trade Committee should be formed within the Chamber. A number of gentlemen present were appointed an organising committee, with power to add to their number. Amongst other questions raised for consideration was the question of how best Zanzibar should be met as a free port, so as to enable merchants to meet foreign competition more effectively than they are able to do under present conditions.

The *Hypo News*, which is said to be the Anti-Japanese, says that the motion picture, with the title of the *Carnegie*, is a curious story, for the truth of which our informant vouches for. It is circulated in said city as a means of making the Roman Prince and his friends merry.

permission to take his feet, covered
by goshima. As a matter of fact, such
permission was needed, but the answer was
given through the Russian Ministry of
Foreign Affairs, which, after a long
and tiresome waiting, - interesting
at the sequel, - with the arguments which
I have already mentioned, - finally
recently has had a favorable answer.
The Japanese refused to say that the
Emperor's own vessel to visit Tsushima,
whereupon the Russian Ministry of
Foreign Affairs informed them that the vessel
would accompany the Russian fleet and
that the Japanese would accompany it.
Of course the Japanese were very
pleased. It was a much-needed one. It
was reported that while the negotiations
were in progress, the Emperor had
been ill. This story is highly
unfounded.

We see by the Japan papers, that a movement is on foot amongst Japanese and Foreigners there to obtain funds for the maintenance of the graves of the late Emperor and Empress in Japan.

The "Yokohama Specie Bank" of the N. C. Daily News, writing on the 21st inst., says: "The Vice-regent returned this afternoon from his visit of inspection to Weihaiwei. No particulars of his visit have yet become known. In view of his arrival at Tientsin and use of the railway to this place, all traffic was stopped on the road to-day and to-morrow, it not being known on which day he would arrive. The 'Widow's Home,' near the southwest corner of the city, was partly burned early this morning. It is stated that 27 cells were destroyed. It is also said that two or three of the inmates were injured, in consequence of the doors being kept closed for fear of persons rushing in and stealing some of the girls. No particulars are known."

From a native paper we (Japan Mail) learn that a telegram was received by the Government on Friday last from Mr. Nishikawa, Minister at St. Petersburg, reporting the entire satisfaction of the Russian Government at the action taken by the Japanese in regard to the punishment of the man Gerasimovich. The Russian Foreign Minister, says the telegram, has officially notified the recognition of the message announcing the punishment inflicted on Gerasimovich, and that the friendship manifested by the Japanese in the case of the affair has been fully recognized; also that the Russian Government recognizes with satisfaction the Government's endeavour to inflict the severest penalty on the culprit, as well as the independence displayed by the judges and the justice of the penalty.

Sir William De Visser, Governor of Hongkong, together with Capt. Milner, aide-de-camp, accompanied by Mr. Hugh Fraser, H.M.S. Minister, returned to an audience by H.M. the Governor on the 21st inst. at 10 a.m. Sir William and Lady De Visser, with Mr. and Mrs. Hugh Fraser, were subsequently granted an audience by the Empress. On the 22nd inst. Viscount and Viscountess Kintoko were entertained by the Empress at which were present Mr. and Mrs. Hugh Fraser, Count and Countess Matsukata, Count Ito and Viscount Okabe, the Vice-Minister of Foreign Affairs. Sir William De Visser had intended staying for some days longer in Japan, but hearing that his son in England had had with a serious accident he and Lady De Visser determined to go home at once, and left Japan on the 23rd inst. Sir William asked Viscount Kintoko to express his thanks to everyone for the kindness which had been shown him, and to make his excuses for such a hurried departure. — Japan Gazette.

The news that was received in Singapore, says the Singapore Free Press of the 18th inst., that the oldest firm in the Straits Settlements had been compelled to suspend payment was received with much surprise. It was known that the firm was established in 1793 and had a short time ago celebrated their centenary. For some short time there have been rumours that the firm was in difficulties, but everyone hoped that the old firm would be able to weather the storm. Apparently they have not done so and there is no reason to doubt that the news of the suspension is true. The partners in the firm are Mr. David Brown, Mr. L. C. Brown, J. A. Brown and Mr. H. Fincham. The firm has been in charge of the firm for some time. Mr. L. C. only arriving out about a week ago. The agents for a large number of companies, local, home, and China, and for a very large number of tobacco and other estates in Deli, and in the Peninsula, it is feared that complications resulting will be widespread. Rumour attributes the difficulties of the firm to injudicious advances to tobacco estates, and the failure of the crop to realise expectations, but at this juncture it is not possible to state the precise nature of the difficulties, and we can only say that the news, if not unexpected, has called forth a good deal of sympathy.

Li Hung-chang, Viceroy of Chihli, and Chang-yao, Governor of Shantung, have sent a joint report to the Throne about their recent tour of inspection, and in it they speak in very high terms of the places they have visited, the result of their investigations being, they say, highly satisfactory. The Emperor has replied that the report has been noted, and he is pleased to see that they state that Arthur, and the neighbouring provinces, as well as the Peking and Newburg Squares, have been visited by them, as well as that the soldiers on the ships and the soldiers at the different camps have been put through their drill before the two officials. The Emperor commends Viceroy Li's foresight in making various improvements calculated to be of benefit to his country, as well as the ability he has always displayed in the management of his important post, and the discharge of his multifarious duties. The Viceroy is honourably recommended for promotion, as also is Chang-yao, and the various military and naval officers mentioned with commendation by the two officials. Suitable rewards and promotions will be given them as soon as the list is made out. The Board of Admiralty come in for a large share of honour, as it is mainly through this important Board that the Navy is managed. Viceroy Li and Chang-yao are requested by the Emperor to see the establishment at the various stations they visited kept up to an efficient standard, and the Emperor also expresses the expectation that the Viceroy and Governor will continue to be of service at Chongchiao, Chongchiao, recommended by Li Hung-chang, and says the work is to be proceeded with immediately.

GANTON.

(From a Correspondent.)

Yesterday, one of the printed placards that have been so extensively circulated in the North, and which have contributed to the direful results on the Yangtze, was seen posted on the wall of the south gate of the city.

It was a picture of a man on a cross and beneath the picture was the vilest language conceivable vilifying Christianity and its adherents. A missionary went to examine the placard, but found that it had been torn down and only the cross of it remained.

As two missionaries were going along the streets yesterday, a well dressed Chinaman was heard to remark to a friend, "Here come some of these Jesus things."

Whether these be the harbingers of something to follow, or merely the ripples of the storm that has swept over the North, we cannot say. We hope the latter and that we shall have no more.

CORRESPONDENCE.

ROMAN CATHOLICS AND THE RIOTS.

To the Editor of the "China Mail."

Hongkong, June 23, 1891.

Sir, I cannot for a moment endorse the view, in their entirety, expressed by your correspondent, "Pictorial," on the recent disturbances in the North, nor do I believe the cause which he endeavours to set forth the "real" one. Whatever may be the motive of the members of the Kolo Hui for attacking foreigners in the North, where they desire to overthrow the present dynasty or not, it certainly cannot be the object of the missionaries to persecute foreigners from China. I thoroughly endorse Mr. Drummond's opinion as to the cause of the riot, as set forth in your Shanghai contemporary: "Internal politics and healthy discontent" is at the root of the trouble.

Now, as to the assertions made by your correspondent. The insurrection conveyed no question that the Chinese are in a state of sometimes put by Chinese converts is too injurious to those concerned to be permitted to go without refutation. It is unquestionable fact that orphanages maintained by the missionaries, and the orphanages and reflect credit on those directly concerned with their management. Children, uneducated, diseased, and many on the point of death—were brought by their parents to the orphanages, and fostered with every tender care by the nuns. The majority of these orphaned children, but those that survive are taught some industry wherever in the orphanage they may be found. In fact, the orphanages have been fully recognized; also that the Russian Government recognizes with satisfaction the Government's endeavour to inflict the severest penalty on the culprit, as well as the independence displayed by the judges and the justice of the penalty.

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THE FERMENT IN THE NORTH.

Affairs are quieter in the North, but a feeling of great anxiety still exists, as will be seen from the following reports, which we take from the N. C. Daily News:

THE DEFENCE OF SHANGHAI.

Our contemporary writes on the 16th inst.

The Senior Consul having received what he considered reliable information that an attempt would be made to fire some of the godowns at Pootung on Sunday night, communicated the information to the other Consuls, and the Consular authorities. In consequence of this, the commanders of the Alliance and Peacock sent armed boats to the Pootung wharf and godowns and to Jardine's Pootung wharf, and the men patrolled the wharves all night. Major Morrison and other officers remained ready at their post till 4.30 a.m. Much praise must be given to the Consul, Mr. Nishikawa, for his untiring exertions in the preservation of order, and the men who were nearly all night looking after everything himself, and if any outbreak should occur in Shanghai, which is most improbable, it will not be due to any neglect on his part.

The German volunteers had their second drill in the Central Police Station, commanded by the Consul. About sixty attended, and were divided into two nearly equal detachments, consisting respectively of those who had served in the army and those who had not. The former were drilled for the first time with Martini-Henry rifles supplied by the Municipal Council, and some very useful drill was done from 6 o'clock till 8.15. On Monday and Tuesday this week the members of the company were to practise at the rifle range.

There were reports on the 19th inst. of trouble between Siawel and the Hills; but we find on enquiry that there is no actual trouble, but that some evil-disposed men, six in number, supposed to be natives of Chinkiang, were being prosecuted at Tientsin, about seven miles from the Hills, that some great calamity is going to befall the country in the 7th moon.

The 6th of August, we may add, is the first day of the 7th moon. Meanwhile every precaution has been taken by the Consul Superintendent of Police both as to watching the surrounding country, and providing against a surprise.

There is very little of interest to report from that quarter just at present, for which we are fully grateful on the principle that "that country is happiest which has no history."

The rioters are still posting placards and in one of them charge the Viceroy with being a back-sliding from the "Kolo Hui" faith. They hanged him in effigy a few days ago with an arrow through his heart. The riot appointed for Thursday last did not come off. The rioters were too few. Some enterprising dramatist has written the whole affair up in a farce which is being played at the native theatres. It is said to be quite witty, but I have not been able to get a copy, as it is not sold openly.

The Consul of the Foreign Office has been removed. At least I have this report on the very best authority. The latest programme of the rioters is to destroy the lights on the river with the hope of injuring foreign commerce. Attack was made, I am told, on the Bait Point a few days ago, but without success. There was a heavy rain at Nanking on Saturday night which it is to be hoped is the harbinger of the rainy season.

16th June.

There seems to be a great feeling of dissatisfaction prevailing among the military here. The Viceroy is very much abused. He is taking prompt and repressive measures to put down the revolutionary rising. The soldiers guarding our houses are asking to be relieved.

At present there is no sign of any help being sent to Nanking, and in case of a riot with violence there will be little chance of escape from this city. Cannot an English, American or French gunboat be sent here to protect property and the lives of their citizens?

CHANG CHU TUNG'S DEATH—THE BURIAL OF ARGENT AND GREEN.

Wuchang, 12th June.

The feast day (the 5th day of the 5th moon) has passed over in absolute quiet, so that the dark saying which went from mouth to mouth "If not on the third then on the fifth" has had no outcome, because of the stern grip of a sapient and determined Viceroy. The new 16th works where the chimney is now rising well above its foundation line for a long time inspired much terror. It is to be 180 feet high, and of course a thousand men are needed to be thrown down it; hence the terror of those obliged to go there on business, and their anxiety to avoid giving birth dates or birth dates; never speak, for fear of their voice being known!

The Rev. David Hill, chairman of the Wesleyan Mission, has been for some days at Wuchang and Kiangyung investigating the origin of the riot; and the conclusion is becoming more and more probable that the whole was a rising without immediate instigation from the missionaries. In fact the reports had made the people mad with rage and suspicion, till the incredible and criminal folly of the Roman Catholics fired the train with dire results to others than themselves. In China, at any rate, we foreigners are not to be trusted, and the action of the Rev. David Hill, far-reaching effects on the whole community.

This evening a public funeral was accorded to the remains of the two murdered men Messrs Argent and Green. They died, victims to the divine indignation of the Kolo Hui, who had been for some time in the hands of the rioters. The funeral was a very simple one, and the remains were carried to the cemetery by a palanquin. The crowd was very large, and the remains were carried to the cemetery by a palanquin.

The funeral was attended by all classes of the community. The remains were carried to the cemetery by a palanquin. The crowd was very large, and the remains were carried to the cemetery by a palanquin.

13th June.

I was able to send you only a very hurried account yesterday of the public funeral of Messrs Argent and Green, the victims of the Wuchang riot. The funeral was a very simple one, and the remains were carried to the cemetery by a palanquin. The crowd was very large, and the remains were carried to the cemetery by a palanquin.

14th June.

The authorities are, somewhat tardily, trying to trace the origin of the disturbances and placards which were the first sign of the storm now bursting over Central China. As I recently wrote you, the issue of the placards has really continued ever since their first general publication more than a year ago. On Friday night five men were arrested with copies in their possession of one of the cartoons, representing a hog on a cross with mandarin winking before it. Enquiries from them led to the discovery of a box of cartoons in a certain old shop in Hankow as the source from which he obtained them. The rumour was sent across the river and brought back the accused; he gives the name of the original publisher, a man of Tientsin, not living in Wuchang, and he says he has been principally influenced in the universal spread of this form of literature. It is rather late in the day, but better late than never; and it is hoped that important arrests may be made. Whether the authorities are to the central cities will be as daring in affixing to the bottom remains a very doubtful question.

An extra regiment has been recalled to Wuchang from its present station at Ma-tien, as it is feared the existing available force may not be sufficient.

THE WUCHANG RIOTS.

By the courtesy of Pere Colombel we are enabled to give the following further details:—

To begin with the preliminary signs, as soon as the insurrection at Yangtze broke out, it was known that the rioters would be another at Wuchang. Strangers speaking an Upper Yangtze dialect appeared in the city, spreading the usual calumnies and stirring up the people to set fire to the church. They stated, would be done in a few days. This was so fully complied that the large store above had to cease their work of preparing the grain, the workmen expecting to have their share of the booty.

On Sunday, June 7th, the Father at the mission sent to warn the Chinese, who replied verbally, "Make your minds easy; there will be no disturbance, the people are well disposed here, and if the Europeans do not go any there will be no trouble."

At the request of the Father, the Chinese, who were going to the neighbourhood in order to prevent any excitement, he also sent for two French men made them responsible for the peace of the district. At the same time Father Techope, Superior of the mission, was threatened to the officials at Kiangyung and Chongchiao, but without result.

On the morning of Monday, 8th June, the rioters had all been sent away. The burial service was read over a Christian who had died the night before. After the mass, the coffin was placed in another room of the church, ordinarily used for the purpose, together with that of a child which had died that morning. After the service, the rioters began to arrive in groups, without shout or outcry. They filled the courtyard of the church and could not get in to see the mandarin. His messenger returned with the information that the two lieutenants at Wuchang and two or three other officials were on the way to the cemetery. They came, but not to the actual scene of the riot, stationing themselves on the other side of a wide canal. They were accompanied by a crowd, in which some strangers, said to be Human men, were heard crying out: "The officials are going to destroy the church; let us help them. These words produced the desired effect, hindering the officials and exiting the mob. A single official of inferior rank, accompanied by seven or eight men, entered the priests' residence, and the rioters, who were on the way to the cemetery, were prevented from entering. The rioters, who were on the way to the cemetery, were prevented from entering. The rioters, who were on the way to the cemetery, were prevented from entering.

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At the request of the Father, the Chinese, who were going to the neighbourhood in order to prevent any excitement, he also sent for two French men made them responsible for the peace of the district. At the same time Father Techope, Superior of the mission, was threatened to the officials at Kiangyung and Chongchiao, but without result.

On the morning of Monday, 8th June, the rioters had all been sent away. The burial service was read over a Christian who had died the night before. After the mass, the coffin was placed in another room of the church, ordinarily used for the purpose, together with that of a child which had died that morning. After the service, the rioters began to arrive in groups, without shout or outcry. They filled the courtyard of the church and could not get in to see the mandarin. His messenger returned with the information that the two lieutenants at Wuchang and two or three other officials were on the way to the cemetery. They came, but not to the actual scene of the riot, stationing themselves on the other side of a wide canal. They were accompanied by a crowd, in which some strangers, said to be Human men, were heard crying out: "The officials are going to destroy the church; let us help them. These words produced the desired effect, hindering the officials and exiting the mob. A single official of inferior rank, accompanied by seven or eight men, entered the priests' residence, and the rioters, who were on the way to the cemetery, were prevented from entering. The rioters, who were on the way to the cemetery, were prevented from entering. The rioters, who were on the way to the cemetery, were prevented from entering.

Mails.

Occidental & Oriental Steam-Ship Company.

TAKEING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, &c.

THE OVERLAND RAILWAYS, ATLANTIC & OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG. BELGIE, WEDNESDAY, June 24. OCEANIC, SATURDAY, July 18. UACIE, TUESDAY, August 11.

THE Steamship BELGIE will be despatched for San Francisco, via Amoy and Yokohama, on the 24th June, 1891, at 1 p.m., connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE. From Hongkong, First Class, To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Town, Seattle, Tacoma, Portland, O., \$225.00. To Liverpool and London, \$325.00. To Paris and Bremen, \$345.00. To Havre and Hamburg, \$335.00.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

Passengers by this Line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—

12 months, \$337.50. 6 months, \$337.50. Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and must be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, and to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 72, Queen's Road Central, J. S. VAN BUREN, Acting Agent.

Hongkong, June 23, 1891. 1088

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, ISMAILIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH AND LONDON.

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PEKING, GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIAL ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship RAVENNA, Captain E. O'Grady, with Her Majesty's Mail, will be despatched from this port for LONDON, via COLOMBO, SUZ, CANAL, and MARSEILLES, on THURSDAY, the 25th June, at Noon.

Cargo will be received on board until 4 p.m. Parcels and Specie (Gold) at the Office until 4 p.m. on the day before sailing.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading.

Passengers desirous of having their baggage can do so on application at the Company's Office.

This Steamer takes Cargo and Passengers for Marseilles.

E. L. WOODIN, Superintendent, P. & O. S. N. Co.'s Office, Hongkong, June 15, 1891. 1207

NOTICE. COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUZ, PORT SAID.

MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES AND PORTS OF BRAZIL, AND LA PLATA; ALSO LONDON, HAVRE AND BORDEAUX.

ON WEDNESDAY, the 1st of July, 1891, at Noon, the Company's S.S. OLYMPIA, Commandant CHABON, with MAIL, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 30th June, 1891. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required. For further particulars, apply at the Company's Office. G. DE HAMPELUX, Agent, Hongkong, June 18, 1891. 1233

Mails.

CANADIAN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG, 1891. (SUBJECT TO ALTERATION.)

Empress of India, Tuesday, June 24th. Empress of China, Tuesday, July 28th. Empress of Japan, Tuesday, August 5th.

THE Steamship EMPRESS OF INDIA, Capt. O. P. MARCHALL, R.N.R., sailing at Noon on TUESDAY, the 30th June, with Her Majesty's Mail, will proceed to YANCOUVER, via SHANGHAI, INLAND SEA, KOBE, and YOKOHAMA.

RATES OF PASSAGE. From Hongkong, First Class, To Vancouver, Victoria, Port Townsend, Seattle, Tacoma, Portland, O., \$225.00.

To San Francisco, \$225.00. To Minneapolis, St. Paul, Duluth, \$225.00.

To Chicago, Kansas City, St. Louis, Milwaukee, \$225.00.

To Detroit, Cincinnati, Cleveland, Columbus, Hamilton, London (Ont.), Toronto, Niagara Falls, \$225.00.

To Kingston, Ottawa, Montreal, Quebec, New York, Albany, Troy, Rochester, Baltimore, Philadelphia, Pittsburgh, Washington, Boston, Portland (Me), Halifax, St. John, \$225.00.

To Liverpool and London, \$325.00. To Paris and Bremen, \$345.00.

To Havre and Hamburg, \$335.00.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

Passengers by this Line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—

12 months, \$337.50. 6 months, \$337.50. Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and must be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, and to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 72, Queen's Road Central, J. S. VAN BUREN, Acting Agent.

Hongkong, June 23, 1891. 1088

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, ISMAILIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH AND LONDON.

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PEKING, GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIAL ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship RAVENNA, Captain E. O'Grady, with Her Majesty's Mail, will be despatched from this port for LONDON, via COLOMBO, SUZ, CANAL, and MARSEILLES, on THURSDAY, the 25th June, at Noon.

Cargo will be received on board until 4 p.m. Parcels and Specie (Gold) at the Office until 4 p.m. on the day before sailing.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading.

Passengers desirous of having their baggage can do so on application at the Company's Office.

This Steamer takes Cargo and Passengers for Marseilles.

E. L. WOODIN, Superintendent, P. & O. S. N. Co.'s Office, Hongkong, June 15, 1891. 1207

NOTICE. COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUZ, PORT SAID.

MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES AND PORTS OF BRAZIL, AND LA PLATA; ALSO LONDON, HAVRE AND BORDEAUX.

ON WEDNESDAY, the 1st of July, 1891, at Noon, the Company's S.S. OLYMPIA, Commandant CHABON, with MAIL, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 30th June, 1891. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required. For further particulars, apply at the Company's Office. G. DE HAMPELUX, Agent, Hongkong, June 18, 1891. 1233

Mails.

NORDBUTSCHER LLOYD.

NOTICE. STEAM FOR SINGAPORE, COLOMBO, ADEN, SUZ, PORT SAID, BRINDISI, GENOA, ANTERWERP, BREMEN, HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 6th day of July, 1891, at 11 a.m., the Company's S.S. BAYERN, Captain T. MORGAN, with MAIL, PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at Genoa.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 4th July. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. For further Particulars, apply to MELORETS & Co., Agents, Hongkong, June 8, 1891. 1163

INSURANCES. THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

RUSSELL & Co., Agents, Hongkong, November 14, 1890. 1054

QUEEN FIRE INSURANCE COMPANY, FANY.

THE Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co., Agents, Hongkong, July 15, 1887. 1040

A RAMBLE THROUGH SOUTHERN FORMOSA.—By Mr. G. TAYLOR.

This article, which has been reprinted from the China Review, is one of the best sketches of Formosa life yet written.

A few roughly-executed Woodcuts are included in the pamphlet.

May be had—Price, 1s.—at Messrs. LANE, Crawford & Co.'s, and Messrs. KELLY & WAISE, Limited, Hongkong; also, Mr. N. MOALIE, Amoy.

SHARE LIST.—QUOTATIONS.—JUNE 23, 1891

Stocks. Value. Paid-up. Closing Quotations, Cash.

Hongkong and Shanghai Bank Corp., 60,000 \$ 125 all 167 1/2 pm.

New Issue, 20,000 \$ 125 all 165 1/2 prem.

Bank of China, Japan and Straits, 1,000,000 \$ 10 1/2 118 1/2 sales

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Intimations.

CALBECK MACGREGOR & Co.,

Wine and Spirit Merchants, Also and Stout Merchants, 18, Queen's Road, Hongkong.

Agencies in all the Principal Ports of China and Japan. Hongkong, December 23, 1890. 477

NOW READY. PRICE, \$1.50.

UP THE YANGTSE, BY E. H. PARKER, with SKETCH MAPS.

CONTENTS: The Yangtze Gorges and Rapids in Hupei. The Rapids of the Upper Yangtze. The "Vandermere" of the Traveller, through the Gorges of the Great River.

A Journey up North Sz Chuan. Nan-chuan and the Kung-tan River. Up the Kiang River. The Great Salt Wells. North Kwei Chou. The Wilds of Hu-peh. Sz Chuan Plants.

Orders for Copies will be received by Messrs. LANE, Crawford & Co., and Messrs. KELLY & WAISE, Limited.

Some Children Growing Too Fast.

become ill-spirited, fretful, without energy, thin and weak. But you can fortify them and build them up, by the use of

SCOTT'S EMULSION

OF PURE COD LIVER OIL AND HYPOPHOSPHITES

Of Lime and Soda.

They will take it readily, for it is almost as palatable as milk, and three times as efficacious as plain Oil. And it should be remembered that AS A PREVENTIVE OR CURE OF COUGHS OR COLDS, IN BOTH THE OLD AND YOUNG, IT IS UNRIVALLED.

Sole Agents for Hongkong and Shanghai: MESSRS. A. S. WATSON & Co., Ltd.

47, FARRINGTON ST., LONDON, E.C.

Share List.—Quotations.—June 23, 1891

Stocks. Value. Paid-up. Closing Quotations, Cash.

Hongkong and Shanghai Bank Corp., 60,000 \$ 125 all 167 1/2 pm.

New Issue, 20,000 \$ 125 all 165 1/2 prem.

Bank of China, Japan and Straits, 1,000,000 \$ 10 1/2 118 1/2 sales

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Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked H, near the Kowloon shore K, and those in the body of the

Shipping or midway between each shore are marked C, in conjunction with the figures denoting the sections.

Sections. 1. From Green Island to the Gas Works. 2. From Gas Works to Jardine's Wharf. 3. From Jardine's Wharf to the Harbour Master's Office. 4. From Harbour Master's Office to the P. & O. Co.'s Office. 5. From P. & O. Co.'s Office to Pedlar's Wharf. 6. From Pedlar's Wharf to the Naval Yard.

Sections. 7. From Naval Yard to Blue Buildings. 8. From Blue Buildings to East Point. 9. From East Point to Kowloon. 10. Kowloon Wharves. 11. Jardine's Wharf.

Vessel's Name. Captain. Flag and Rig. Tons. Date of Arrival. Consignees or Agents. Destination. Remarks.

Active. 3 h Hygon. Dan. str. 355. June 20. A. R. Marry. Haiphong. To-morrow.

Airline. 3 h Ellis. Brit. str. 1420. June 18. Russell & Co. Yokohama. 28th inst.

Anconia. 3 h Modie. Brit. str. 3142. June 22. P. & O. S. N. Co. Amoy. To-morrow.

Banana. 3 h Valle. Dutch. str. 1487. June 12. Jardine, Matheson & Co. San Francisco. 25th inst.

Banana. 3 h Walker. Brit. str. 4211. June 12. O. S. N. Co. Amoy & Manila. 25th inst.

Banana. 3 h Moine. Brit. str. 1007. June 22. Russell & Co. Yokohama. To-morrow.

Banana. 3 h Loff. Brit. str. 1057. June 22. Russell & Co. Yokohama. To-morrow.

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